

what still added to the beauty of the fish were their "two-screw" tails. Every one of them had two distinct tails extending from the vertebrae, many possessing these peculiar "propellers" in great length, some even as long as their bodies. There were also bronze-coloured fish with straight lines of gold down their backs, pretty silver-coloured fish, all of which sported in sparkling tanks of water with other coloured creatures of the finny tribe.

The *Kasai* left Nagasaki on September 4th and made a rapid trip to Wei-hai-wei, the northern port recently handed over to England by Japan. On looking round this place the first thing noticeable is how thoroughly landlocked the harbour is—how inaccessible would the harbour be to enter from either the east or west entrances were they strongly fortified, which it does not appear likely they will be according to what has recently been said in the House of Parliament. The inhabited part of the island faces north, and the houses are substantially built of stone, and much cleaner than most Chinese dwellings. The streets are somewhat narrow and short, so much so that to walk through the town, it is as if one were wending his way through some intricate puzzle. There is no hotel in the place, and visitors have to put up at a boarding-house (if there is room) if they wish to remain any time. A substantial iron pier, jutting out into the harbour about a hundred yards and called the Admiralty Pier, is being built, which, of course, will be a great boon to the shipping, unless it is to be used solely by the government. When the *Kasai* left for Cebu, H. M. Ships *Aurora* and *Blow* and also an Italian cruiser were in harbour.

Passengers had an opportunity of "doing" Cebu thoroughly, for the vessel remained there two days. One would almost think the place was ruled solely by Europeans, one met so many children, especially on the beach, where a great number were collected outside the English Club to listen to the strains of the band from an Italian cruiser in harbour. So many children in evidence is accounted for, of course, by the location at this port of one of the best schools in the Far East, the pupils coming from all parts of China and even Japan to receive an education. All the hotels were full of visitors, several being there for the purpose of attending the races, which took place on the 12th September. As is usual in all the ports in the East the Europeans occupy the bluff for their residences, and bright and pleasant the hill is to the Chinese, however, lacks one thing in particular, that is a good level road right along the beach from the Club to the Family Hotel. The shipping at this port is considerable. Cebu is also well-known for its supply of fine fruit, pears in particular.

From Cebu the *Kasai* returned to Wei-hai-wei for a few hours and then steamed to Shanghai, where she arrived on the 10th inst., after a most pleasant and uneventful trip. We were sorry to part with several passengers here, all of whom spoke in glowing terms of the round voyage and the good treatment they had received during the same. A look round Shanghai revealed many changes during only a few months, residences and buildings having sprung up in all directions. The appearance of Peking Road has been particularly enhanced by the erection of a useful brick building. It will be remembered that nearly twelve months ago the big premises of Messrs. Hall and Holz were destroyed by fire; and by this time one would have expected to see a new building considerably advanced, but the fact is, the foundations are no more than completed. Large buildings along the Nanking Road are finished, and new erections are almost completed where not many months ago stood the Metropole Hotel (destroyed by fire) opposite the Recreation Ground and Race Course. The last mentioned will soon be a scene of activity and excitement as the races are close at hand. Of late there has been considerable rain, but at present atmospheric conditions are all that could be desired—delightfully cool and bracing. We leave for Foochow to-morrow (Wednesday).

GLEASER.

THE PLAGUE.

Cases reported to 20th instant 1,459
Do. do. during past 24 hours 4
Total 1,463
Deaths reported to 20th instant 1,402
Do. do. during past 24 hours 4
Total 1,406

THE SZECHUEN MINES.

THE PROPOSITIONS OF A FRANCO-CHINESE MINING CO. REFUSED.

The *Shanghai Daily Press* of 13th inst. says:—A native paper last week published a statement that a purely Chinese Company and also a Franco-Chinese Company had been formed by the Bureau for Mining Affairs in Szechuen for the working of the rich mineral deposits of that province. It was also stated that the agreement and regulations, which were also published and which appeared in the *Mercury* of 9th inst., had been passed by the Tsungli-Yamen. News which we yesterday received from a Peking correspondent enables us to state that the alleged companies have no existence, though certain propositions appear to have been made to the Yamen. The wire says:—

Alleged Chinese and French mining concessions in Szechuen do not exist. Propositions made to the Tsungli-Yamen were refused.

HOAXING A CITY.

The Naganifu correspondent of the *N. C. D. News* writes:—There was quite a commotion throughout this city a few days ago, caused by a report that a man who died and was buried a year ago, had risen from the dead. He was first seen by a small boy who one evening was carrying a basket of coals along the road near the place where he was buried, when the man started out of his hands and disappeared. The next day numbers of his coals were found at the end of the coffin knocked out and nothing inside. In a day or two the story grew, others affirmed that they had seen the man and that his hair had turned red. Some of the wisecracks thought it their duty to inform the *helen* and it was reported that that official had promised to hold an inquest, but the people were not quite clear whether the inquest was to be on the man or on the empty coffin. Although several days have passed no inquest has been held, the excitement has subsided, and those who at the time were most excited have come to the conclusion that it is all a tale.

FIRE AT SHANGHAI.

A FIREMAN FATALLY INJURED.

Shanghai, 13th September.

The fire alarm sounded yesterday evening at 6.45 for a fire which had broken out at a small native general store in Rue Hué, off the Rue du Consulat, in the French Settlement. On the arrival of the brigades it was found that both sides of the street were on fire; this was peculiar, as the street at that point is fairly wide and the flames barely had time to cause the opposite houses to burn. The conflagration was suppressed in about an hour, and about fifteen houses in all were destroyed. A detachment of sailors from H. M. S. *Brick* assisted the firemen. The fire originated upstairs, it is supposed, though the upsetting of a lamp. The house was new and had only been occupied about a month. The property is European-owned. A sad accident occurred at the outset to one of the Hongkong Company's firemen, Mr. J. Smith, who, it seems, had clambered up to the verandah of a burning house and whilst there the verandah gave way, precipitating him into the street. He sustained severe injuries, and was carried into the Central Police station where Mr. Alexander, the apothecary there, attended to his injuries until the arrival of Dr. Blane, when it was found that the unfortunate young man's thigh was broken and he had several severe wounds on the head. He was conveyed in an unconscious condition in a hand ambulance to the General Hospital, where it is hoped he will have a speedy recovery.

14th September.

It is with considerable regret that we have to record that the young fireman who was so badly hurt at the fire in the French Concession on Tuesday evening succumbed the same night to his injuries in the General Hospital. It appears that the deceased, Mr. John Smith, on the collapse of the wooden verandah, was precipitated head foremost to the ground thereby severely fracturing his skull besides breaking his left thigh in two places and consequently never regained consciousness. Mr. Smith, who was only twenty-nine years of age, was a native of Philadelphia, U.S.A., and had only been in Shanghai about three years, having been paid off from the U.S.S. *Boston* in 1896. He afterwards served a year in the Water Police and only joined Messrs. Hall & Holz, Ltd., in April last. His connection with the Volunteer Fire Brigade dates from June last, but during that time he made himself most conspicuous by his willingness and energy. His remains will be accorded a fireman's funeral to-morrow afternoon, the *cortege* leaving St. Joseph's Church at half past four. The Hongkong Company to which he belonged have received numerous letters of sympathy from firemen, friends and others.

15th September.

The funeral of the late John Smith, a member of the Hongkong Co. of the Volunteer Fire Brigade, took place yesterday evening attended with fireman's honours. After a short service at 4.30 p.m. at St. Joseph's Church, the line of route was changed and the *cortege*, headed by the Town Band playing the Dead March in *Sau*, wended its way along the Bund and up the Nanking Road to the old cemetery. The coffin was borne upon a Mitholung Hook and Ladder truck, which was draped with crape and drawn by the members of the Hongkong Co. with mourning drag-ropes. A strong muster of firemen from both Settlements attended in uniform, as also did members of the Salvage Corps. At the entrance to the cemetery the procession was met by a posse of police under Inspector Wilson placed at each side of the road, and a numerous gathering of civilians. Services at the graveside were conducted by the Reverend Father Colombel, S.J., after which Mr. Kahler, Foreman of the Hongkong Co., expressed his regret that he was unable to speak as he was very much affected by the sad calamity, and said deceased had been an excellent fireman. Mr. Tillot, President of the French Municipal Council, spoke a few well-chosen words in French, expressing sympathy for the deceased and his family. The deceased whilst in the execution of his duty as a volunteer fireman. This closed the ceremonies and the several Companies falling in marched, led by the town band, to the Longfong Bridge where they were dismissed. Among those present at the cemetery were J. Goodnow, Esq., Consul-General for the United States, M. le Comte de Bezaure, Consul-General for France, and many members of the Ancient Landmark Lodge, of which deceased had also been a member. Mr. E. Gumpert, Foreman of the Victoria Co. and Senior Foreman, was in charge of the Fire Brigade owing to the unavoidable absence of Mr. Moore, the Chief Engineer, who was prevented from attending by the fact that yesterday was the Jewish Day of Atonement. —N. C. D. News.

HANKOW.

11th September.

THE JAPANESE ARE EDGING IN.

A few days ago a Japanese gentleman arrived here to take up an appointment as assistant in the indoor staff of the Imperial Maritime Customs. He is the first, I understand, to enter the Customs service. Count Bernstorff, who has been chief cavalry instructor and military advisor to H.E. Chang Chihlung during the last four or five years, is about to leave the Viceroy's service, his term of engagement having expired, and I hear that a Japanese officer has been appointed to take the Count's place at Vuchang. It is said that as the agreements of the other German officers, of whom there are five or six, expire their places are also to be filled by Japanese.

An Imperial Japanese Post Office has been inaugurated at this port, commencing business this a.m. for the first.

The Japanese, it would appear, are going to play an important part in the British sphere of influence, in the near future.

OPENING OF A NEW PORT.

Mr. H. B. Morse, Commissioner of Customs, here, is away at Yochow making preparations for the opening of the new port which is situated some five miles from Yochow at a place called Chinlin. The opening ceremony takes place on the 1st of October.

Mr. W. J. Mason, Assistant Tidesurveyor here, has also left for the new port. Mr. Mason was the Hon. Secretary of the Hankow Golf Club for the last five years, and in that capacity was most painstaking and active secretary and an enthusiastic golf player. During his connection with the club he managed to carry off the gold medal three years in succession, besides many other valuable prizes.

SPORT.

H.M.S. *Zik* is here and I notice that the men are at Cricket almost daily, with the intention no doubt of giving the Hankowites a thrashing, which they have hitherto failed to do. —*Mercury* Co.

KIDNAPPING AT CHUNGKING.

MISSIONARIES ACCUSED.

A letter from an occasional native correspondent at Chungking, dated the early part of July, and delayed in transmission, says that owing to the loss of a number of young children in the country towns and villages, caused, it is supposed, by the advent of a large band of kidnapers from Hupeh, the members of which make it a regular business to supply theatrical troupes in the Northern provinces with young boys to be trained as actors, there have been many reports spread about accusing foreign missionaries and converts of the crime. So great had the excitement become that Viceroy K'uei Chun had to issue a proclamation offering fifty taels reward for the arrest of a ringleader and ten taels for information leading to the arrest and conviction of one. This excited the cupidity of certain folk, amongst whom it was afterwards proved, was a Chungking man, named T'sao Shiao-an. This man wrote anonymously three letters, one to the Commissioner of Customs, one to the U.S. Consul, and one to the missionary in charge of the London Mission in the city, accusing certain persons by name of conspiring to create an uprising against missionaries on a certain date, either on the 18th or 19th of the month (July), and that these men were also the authors of the rumour accusing missionaries of kidnapping children in the interior. The letters were at once sent to the Chungking Tael for investigation, and T'sao was subsequently arrested on suspicion of being their author. But before the trial before the Tael, T'sao was asked to write certain characters and a comparison of them with the characters in the anonymous letter together with the unsavoury reputation the man possessed proved that the suspicion was correct. T'sao was therefore sentenced to be placed in a wooden cage, within which he could only stand on tip-toe, at the front gate of the Pabien *renshu*. Within twenty-four hours he strangled himself in his cage. —N. C. D. News.

ENGLAND AND THE TRANSVAAL.

(Continued).

Among all the matter that has recently been published on the Transvaal Question it is very difficult, of not impossible, to discover what are the exact grounds on which England bases her right to interfere on behalf of the Uitlanders and to insist on some change being made in the system of government at present in vogue in the Transvaal. With a view to making clear the position of the British Crown in this question it is well to refer to the famous Convention of 1881, and find out what exactly are its provisions. It is to be remembered that till 1877 the Transvaal was an independent state, peopled by the descendants of those Dutch settlers who had migrated northwards from Cape Colony, because they did not wish to come under English rule when the Colony was ceded by the Dutch. In April, 1877, the course of events led to Lord Beaconsfield's government proclaiming a British protectorate in December, 1879, the Transvaal was formally proclaimed to be a Crown Colony. In the following year the Boers proclaimed their independence and set up a rebellion; this led to the hostilities which culminated in the disaster of Majuba Hill. When the British forces had been reorganized and strengthened, and were in a state to crush the rebellion, Mr. Gladstone, who by this time had come into power, in a fit of magnanimity ordered all warfare operations to cease and negotiations for peace to be commenced. These resulted in the signing of the Convention on August 3rd.

By this Convention Her Majesty's Commissioners "did undertake and guarantee on behalf of Her Majesty that complete self-government, subject to the suzerainty of Her Majesty, her heirs and successors, will be accorded to the inhabitants of the Transvaal Territory," upon the conditions thereafter laid down. The first article of the Convention defines the boundaries, which were readjusted by the later Convention of February 27th, 1884, in which the Transvaal first received the name of the South African Republic. The second article reserves to the Queen the power to appoint a Resident, who is now usually known as the British Agent at Pretoria. His functions are defined to be analogous to those of a *Chef de Mission* or a Consul-General. The Convention of 1884, however, mentions only those duties fulfilled by a consular officer, and so reduces the Resident from acting in diplomatic and international matters to having charge only of those of local importance. The change is the only point in Convention of 1884, by which the Boers can be said to have recovered anything of their independence. The second article of the Convention of 1881, also provides that the Queen has the right to move troops through the Transvaal State in time of war, and all communications received by a letter article, to be made through the British Resident and the High Commissioner. This latter is the official appointed by the Crown to take charge of its interests in the whole of the British colonies and sphere of influence in South Africa. What the Viceroy is to India, that the High Commissioner is to South Africa. The Transvaal is in a somewhat similar position to that occupied by one of the native Protected States of India; its degree of independence, however, is very much greater.

Another provision of the Convention lays down that no higher duties are to be imposed on imports of British manufactures than are paid in the case of goods from other countries. Persons, other than natives, conforming to the Transvaal Law are to be allowed to reside, travel, and trade, and are not to be taxed otherwise than in the case of ordinary Transvaal citizens. It is on a liberal interpretation of this word "otherwise" that the Uitlanders base their claim to the franchise. Taking it in a broad sense and construing it according to the good old principle of no taxation without representation we arrive apparently at some justification of the action of the British Government in the present crisis. It is claimed by Mr. Chamberlain that his demands are in accordance with the spirit of the Convention, even though it is difficult to find a liberal basis for all of them. Moreover, on the principle of seeking the greatest happiness of the greatest number, and subordinating the wishes of the minority to the good of the majority, it is maintained that a resort to force in the present circumstances would be at any rate ethically justifiable. —P. & T. Times.

JAPANESE RAILWAY CONCESSIONS.

The *Shinshu* papers from Foochow that the Chinese and Japanese Governments have come to an agreement by which the former allows merchants of the latter to have the entire construction of the trunk railway connecting Foochow via Yenchingfu with the borders of Kiangse province, and a branch road from Foochow to Amoy. The estimated cost is fifty million yen, as to which the head of the Japanese syndicate in question has stated he has every prospect of getting it fully subscribed. As a beginning several million yen have already been guaranteed in Japan, and the shareholders of these railways must be Japanese.

AMERICAN WAR CORRESPONDENT AT KOBE.

SIDE-LIGHTS ON THE PHILIPPINE CAMPAIGN.

Mr. John F. Bass correspondent in the Philippines for the *New York Herald and Harper's Weekly* has just arrived in Kobe. Mr. Bass is to be in Japan during the full in operations round Manila which will last some two months before the opening of the "fall" campaign in which over 50,000 American troops will be engaged. He has come here to get-it-after having had rather a bad time with fever, and the cessation of serious military operations at Manila comes opportunistically to give him the chance to recruit. Mr. Bass has been over a year in and about Manila, having gone there in June last year. Before doing this campaign he went through the Russo-Greek war and put himself in a good place in the hierarchy of war correspondents by his work of a talk with Mr. Bass leaves a fine impression of his qualities as a man and of his resources as a correspondent. It conveys too, some idea of the manner of men drawn into this perilous service of the times and of the public of the times.

Mr. Bass, although like all men of his type, chained to duty so long as there is duty for him, is not much enamoured of his work of writing the Philippine campaign under present conditions. Everybody has heard by this time of the united protest sent by the corps of correspondents to the leading American papers against the methods of censorship practised by the military authorities at Manila. Though Mr. Bass is not long time in his company is wanted to realise how much there was and how much there remains behind that corporate protest which has driven Secretary Alger out of office and which most patriotic Americans hope may give the Philippine war a strong man's guiding hand. The woes and wrongs of war correspondents are not much heard about in the general throng, and it may be taken that when they do reach the ears of the crowd they are serious wrongs, serious tyrannies probably, that only a sense of patriotic duty keeps from finding their natural expression in open accusation to the usage of freedom. The American people, which has inflamed the American mind more perhaps than a platform appeal of passion would have done, was the slow result and climax from an accumulation of censorship mis-managements and general mis-carricage. But apart from this more or less personal question Mr. Bass can say a great deal that is wonderfully interesting about phases of the campaign of which we do not ordinarily hear. From what has already been said it can be understood that there is not much that is complimentary to be repeated of the existing controlling authorities. Yet according to Mr. Bass, General Otis, a man, who, in his infinite capacity for multifarious, multitudinous labour, rivals the generals of all ages, with this line of distinction that whereas Generals have been found who have been effective heads of armies to the minutest details of commissariat, transport and medical departments, Otis is effective only in labouring to be effective, so to speak. He will be at work from early morning—five or six perhaps—through the heat of the day to sunset and past the sultry damp of the Philippine night right to early morning again—say one or two. This is unquestionably a monstrous physical record, even leaving out of view the fact that Otis is a man verging on 60. But it is misapplied energy and it is here that the misprision of Otis' military capacities—such as he has—touch this question of his leadership. Like Martha—sorry analogy to be sure—Otis is troubled about many things—far too many things in fact for him to make a success of the work to which he was called. It has, however, always to be kept in view, as Mr. Bass says, that General Otis, besides being the director and organiser of the military operations is also responsible for the civil government, and when it is said that this command extends the administration of laws established by Spain, and formulated and promulgated in Spanish, some conception of the difficulties with which the ablest of men in Otis' position would have to cope with may be formed. Keeping all this in view, however, it cannot be doubted that General Otis has missed his opportunity. With the 50,000 men who will be on the island for the next campaign, any ordinary man as Mr. Bass says, should be able to accomplish what should have been done long ere now—the breaking up of the Filipinos as an organised and effective army. And what could now with the great accession to the American forces be done by an old lady in an arm chair is not to be reckoned an achievement of the military genius of Gen. Otis. The American soldier will accomplish this task, Mr. Bass says impartially, because now they cannot help accomplishing it. Meantime General Otis, instead of working out a well planned military scheme, such as Mr. Bass deems easily practicable, spends his days and nights delegating the duties of every man of his staff, supervising the feeding of sections of his men, checking accounts, authorising the expenditure of cents. His staff swear privately, his men are fed, the accounts are checked, the cents are doled away, but the Philippines remain a source and a capital in the prestige and reputation of Gen. Otis' country.

On other points that the conduct of the campaign Mr. Bass has much that is interesting to say. He has a bad opinion of Manila, but one can scarcely think that any other opinion is possible under present circumstances. He has a good opinion of the Sulis and other smaller islands of the group and he thinks many chances offer to enterprise and capital down there. He thinks there are many pitfalls besetting the path to future good government of the Philippines. The principle of the States given to the administration of water and land is not one which is readily and quickly accepted by the natives, and it is here that the process of the evolution of a democratic colonial government if it is not to degenerate into kinship with the Spanish system. Mr. Bass says the Filipinos, whatever they may or may not do, fight a fair fight. There is no sickening mutilation of the dead or similar charges to be laid against their conduct.

Mr. Bass, we may conclude, although at present not in the full favour of health is an attractive personality. He has nothing of that vulgar aggressiveness which the exigencies of the campaign has often led to call forth and foster in a man's demeanour. He looks at his calling not solely from the point of view of the American boomer. Able in describing the outward scenes of war, he has an eye for the subtler effects of the contact of race with race, of the contact of civilization with its grotesque caricature we find in some parts in the East, of the effect of different systems of government on the governed and of the many allied phases of social and political life on the future destinies of races and of nations.

Mr. Bass will keep his eyes open while in Japan and we shall look forward with pleasure to seeing what he has to say of the people we live among, and the Empire of which we are the lately incorporated subjects. —*Kobe Herald*.

C. Owen Moore's son was in to see me to-day. Y. Indeed! Doesn't he remind you of his father? C. Very much; he wanted to borrow \$5.

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Mr. Bass will keep his eyes open while in Japan and we shall look forward with pleasure to seeing what he has to say of the people we live among, and the Empire of which we are the lately incorporated subjects. —*Kobe Herald*.

SHIPPING REPORTS.

Captain Fowler, of the steamship *Phra Chom Kiao*, from Bangkok, via Swatow, reports:—Fine throughout.

Captain P. Lassin, of the steamship *Trites*, from Shanghai, reports:—Fresh northerly winds and rough sea throughout.

Captain H. E. Batt, of the steamship *Pyrrhus*, from Shanghai, via Foochow, reports:—Fresh N.E. breeze and clear to Breaker Point; thence to port variable, moderate and fresh, overcast, thunder and lightning.

Captain S. W. Moore, of the steamship *Song-King*, from Manila, reports:—From Manila to Lai, 20 N., moderate southerly winds and rain; thence to port strong N.E. winds, squally with rain. On the 20th inst. signalled German ketch, masted bark *Magdalene*, of Bremen, 180 miles S.E. of Hongkong.

NOT AND A.

CALENDAR.

SEPT. 21. Meteorological means based on fifteen years' observations to 1895.

Barometer 29.824
Thermometer 82.4
Humidity 77
Rainfall 8.33

WEATHER REPORT. On date at 4 p.m. On date at 10 p.m.

Barometer 29.76 29.70
Temperature 86 85
Humidity 65 72
Rainfall — —

TO-DAY.

Thursday, 21st September, 1899.
Chinese—17th of 8th moon of 25th year of Kwang-shu.

Sun—Rises 5hr. 45min.
Sets 6hr. 20min.
High water—Morning 10hr. 50min.
Afternoon 4hr. 40min.

Low water—Morning 3hr. 25min.
Afternoon 3hr. 45min.

ANNIVERSARIES.

1716—Eruption of Tull Volcano, Philippine Islands.

1832—Sir Walter Scott died.

1834—Lord Napier left Canton for Macao.

1855—The German brig *Greta* in charge of a prize crew of H.M.S. *Barracotta* with 270 Russian prisoners of war and Prince Michaeloff arrived in Hongkong.

1876—Hongkong entered the Postal Union.

1884—Steamer *Miramar* foundered in a typhoon, all hands but two lost.

1891—British steamer *Cape City* capsized in Nagasaki Harbour.

1896—Decree issued by the Governor of the Philippines confiscating the property of the insurgents. American S.S. *Luzon* stranded at Wosung.

1897—Death of Mr. Geo. R. Lammert.

1898—Coup d'Etat at Peking; Empress Dowager assumes power. Peace Commission holds its first sitting at Paris.

TO-MORROW.
Friday, 22nd September, 1899.

Chinese—18th of 8th moon of 25th year of Kwang-shu.

Sun—Rises 5hr. 45min.
Sets 6hr. 20min.
High water—Morning 10hr. 50min.
Afternoon 4hr. 40min.

Low water—Morning 3hr. 25min.
Afternoon 3hr. 45min.

ANNIVERSARIES.
1762—Admiral Cornish's squadron arrived at Manila.

1774—Pope Clement XIV. died.

1874—Terrible typhoon in Hongkong; 35 foreign vessels wrecked, thousands of lives lost and the town in ruins.

1887—Loss of the Chinese transport *Hai-lee* (Waverly) and 570 lives, including four foreigners, on the Pescadores Group.

1891—Terrible typhoon at Swatow.

1896—Emperor and Empress of Russia arrived at Leth. Settlement of the Chefoo forshore question in favour of Messrs. Ferguson & Co. Yokohama Specie Bank opened a branch at Hongkong.

1898—Colonel Parsons captured Gedare.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Tankin*) 26th inst.

Indian (*Catherine Apur*) 26th inst.

American (*Doric*) 30th inst.

Canadian (*Empress of China*) 4th prox.

American (*Nippon Maru*) 10th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.

Isla de Luzon " "

H.M.S. *Bonaventure* " "

Feiloo " "

Lagashi " "

Josephus " "

Hohook " "

Suezia " "

Kiangpak " "

Sinlu " "

D. Juan d'Austria Cosmopolitan

Taiyuan " "

Shipping.

Arrivals.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept., New York 24th April, Case Oil—Standard Oil Co.

TAI LEH, German steamer, 828, T. Calender, 20th Sept., Hongy 17th Sept., Coal—Shewan, Tomes & Co.

CHWNSHAN, British steamer, 1,282, J. F. Messer, 20th Sept., Sourabaya 11th Sept., General—Bradley & Co.

YAWATA MARU, Japanese steamer, 2,367, A. F. Moses, 21st Sept., Australian Ports and Manila 18th Sept., General—Nippon Yusen Kaisha.

CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 21st Sept., Foochow 19th Sept., General—P. & O. S. N. Co.

KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 21st Sept., Nagasaki and Swatow 20th Sept., General—Nippon Yusen Kaisha.

TRITON, German steamer, 1,033, P. Lassin, 21st Sept., Saigon 16th Sept., Rice—Siemssen & Co.

PYRRHUS, British steamer, 2,281, H. E. Batt, 21st Sept., Shanghai and Foochow 19th Sept., General—Butterfield & Swire.

LOYAL, German steamer, 1,237, Lorenzen, 21st Sept., Canton 20th Sept., Ballast—Sander, Wier & Co.

SUNGKANG, British steamer, 1,021, S. W. Moore, 21st Sept., Manila 18th Sept., General—Butterfield & Swire.

PIRA CHOM KLAO, British steamer, 1,014, Fowler, 21st Sept., Bangkok 10th Sept., and Swatow 20th, General—Yuen Fat Hong.

CHINA, American steamer, 1,187, W. B. Seabury, 21st Sept., San Francisco 25th Aug., and Shanghai 18th Sept., Mails and General—P. M. S. S. Co.

How to gain Flesh and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as

TROUBLE OVER THE "DORIC."

SAN FRANCISCO, August 24th.

The quarrel between the Board of Health and the Federal quarantine officers has resulted in a "John Doe" warrant being issued for the arrest of the customs officer, who refused to allow Dr. Cohn, the State quarantine officer, to board the *Doric* Tuesday afternoon. The local Board also threatens to cause the owner of the *Doric* considerable trouble by holding the vessel in quarantine till Dr. Cohn grants her letters of free pratique.

It appears that the national Government in 1894 passed a quarantine act which gave the power of guaranteeing to the Marine Hospital Corps. The law provided that if boards of health did not comply with the requirements of the act the Secretary of the Treasury should inquire into the matter, and upon finding such to be the case the President should appoint officers to carry out the quarantine purposes. During Cleveland's administration this was done in San Francisco and Dr. Roseau was made the quarantine officer. It is claimed that when that appointment was made the State laws which conflicted with it had no effect. Ever since then there has been strife between the State and Federal authorities.

Dr. Roseau was succeeded by Dr. Kinyoun, and as he is an appointee of the Federal Government he is naturally supported by the Collector and Surveyor of the Port. Cohn has frequently had trouble with the customs officials when he has attempted to board vessels that were under quarantine by the Federal officers. Similar cases have been enacted in other ports, and in the case of Morgan vs. the Louisiana Board of Health the United States Supreme Court gave the following decision:

But it may be conceded that whenever Congress shall undertake to provide for the commercial cities of the United States a general system of quarantine, or shall confide the execution of the details of such system to a National Board of Health, or to local boards, as may be found expedient, all state laws as may be abrogated, at least so far as the two are inconsistent. But until this is done the laws of the state on the subject are valid.

When Dr. Chalmers of the local Board had arrested Captain Finch and Jordan the pilot of the *Doric* for ignoring him, the Supreme Court, sitting in bank, decided that neither had committed any offence. The California Legislature has twice tried to abolish the office of State Quarantine Officer, but the measures have been pocketed. It is claimed that the office costs his city \$589 a month.

Friends of Dr. Kinyoun claim that Cohn continues to act as a quarantine officer merely to secure a private practice on the bay, as the salary connected with the position would not pay him for his trouble. —S. F. Chronicle.

DEWEY GIVEN AN OVATION.

NICE (France), August 24th.

Admiral Dewey, accompanied by the Flag Lieutenant Brumby and the Vice-Consul here, this morning returned the visit made yesterday by M. Gran, president of the Alpes-Maritimes, who showed the visitors through the rooms of the prefecture, the former palace of the King of Piedmont. The party then called on General O'Connell, the acting military governor, whom Admiral Dewey thanked for the permission he had received to land and drill his men at Villefranche during the remainder of the cruise *Olympia's* stay at that place. The Americans also called on Naval Commander Duval, whom Admiral Dewey thanked for the port facilities which had been granted to his vessel. The Admiral asked M. Duval to transmit his thanks to the maritime prefect at Toulon for sending a cruiser to salute the *Olympia* on her arrival.

The inhabitants of Nice gave Admiral Dewey an ovation as he passed through the streets. He returned to Villefranche at noon. Admiral Dewey expresses regret in regard to the incorrect reports concerning his reception at Trieste. He says it was most courteous and hearty, the Minister of Marine coming especially from Vienna to greet him. "Not only myself," added the American Admiral, "but every one on board the *Olympia* received every possible attention."

Admiral Dewey created a marked impression here, all those who saw him being struck with his extreme amiability and modesty.

NEW YORK, August 24th.

Acting Mayor Guggenheimer to-day received the following cablegram from Admiral Dewey:

VILLEFRANCHE, August 24th.

Randolph Guggenheimer, Acting Mayor: Will arrive Thursday, 26th, as requested. DEWEY.

This will enable the reception committee to hold the naval parade on Friday and the land parade on Saturday, and obviate the necessity of having a day intervene between the two parades. —S. F. Chronicle.

THE "SHAMROCK."

NEW YORK, August 24th.

It is claimed that the yacht *Shamrock* was badly strained in being towed across the Atlantic and is structurally weak. It is asserted that she is twisted in the midship section and that her plating is "worked."

One yachting expert, who has built yachts and has docked hundreds of ships, said this evening that in the afternoon he was surprised and astonished while looking at the English cup challenger to see that she was badly twisted in the midship section.

"The warp is quite apparent," he continued, "to any one who knows anything about the lines of a yacht. I fancied that I detected the twist yesterday afternoon, and am sure of it today. The *Shamrock* is much higher out of the water to-night than she was yesterday."

"Naturally towing caused the straining and made the plates draw, and on that account I believe the theory of a leak is quite probable. If the yacht came over on the port tack the tendency would be to strain the hull to starboard, and such a strain would undoubtedly cause the plates on the port quarter to draw."

Unquestionably there is something seriously wrong in the midship section on the port side. Mr. Barry, Dr. Mackay and Captain Hogarth spent most of Wednesday on a raft alongside the *Shamrock*, and anxiously studied the lines and plating in the section named. A launch was substituted for the raft to-day, and Mr. Barry, Dr. Mackay and Captain Hogarth repeated their performance of the preceding day. Measuring water was pumped in great quantities out of the yacht. Mr. Barry and his friends were more reticent than ever, and apart from denying stories about the leak, twist or center-board, had nothing to say.

LONDON, August 24th.

Sir Thomas Lipton, in an interview with a reporter to-day, said: "I am just as excited as a schoolboy as the race draws near. I have read the remarks of American yachting experts, many of whom have seen the *Shamrock* through their telescopes. But while these good people know all about yachts, they know nothing about the sea, except patriotic wishes. Any man knows the *Shamrock* has done nothing yet beyond wearing down the *Britannia* on time allowance, and pretty easily. So, to wit, the *Shamrock's* chances down to the luck of heavy weather is beside the mark, for, in my opinion, Fido has designed an all-around yacht. There is nothing absurd in the secrecy maintained. We have reasons for it."

"It is quite true I asked the Prince of Wales to witness the race. No one would be happier than he to accept the invitation, but his engagements prevented. We may yet have distinguished guests. I am not at liberty to mention their names."

Continuing, Sir Thomas Lipton expressed great satisfaction with the *Shamrock's* crew. He said: "Even now every man knows his station and his duty. With two skilled captains we shall get the highest yachting result. The Americans know my feelings. We want to win, and if we do I believe they will shoot as loud as if the *Columbia* won, for our opponents are sportsmen. If the *Shamrock* is successful, no doubt the Americans will rise to the occasion next year and make us exert our very best efforts to retain the cup."

NEW YORK, August 23rd.

The *Shamrock's* racing mast is not stepped yet. The crew were at work to-day overhauling the yacht's rigging, which has been stored in a warehouse near by. The crew of forty-three men was augmented by eleven more sailors and twelve sailmakers, who arrived to-day, together with William Crawford, foreman of Fife's yard at Fife. It is said the *Shamrock* will be ready for a trial spin in less than a week.

LONDON, August 24th.

It is said that Captain Ben Parker, the skipper of Emperor William's yacht *Meteor*, at the suggestion of Sir Thomas Lipton, the owner of the American cup challenger *Shamrock*, asked His Majesty's permission to sail the *Shamrock* in her coming races in the United States and received a reply peremptorily forbidding him to do so.

Emperor William is reported to have told Parker to have nothing to do with the American cup races. It is added that His Majesty assigned no reason. —S. F. Chronicle.

THE EXCLUSION OF CHINESE FROM THE PHILIPPINES.

WASHINGTON, August 23rd.

The State Department has been informed through a diplomatic channel that General Otis has applied the Chinese exclusion laws to the Philippines. The information was a surprise to the authorities here, both state and military, as the matter has been under consideration for some time and it was not known that General Otis had put the exclusion laws into force.

The first intimation in that direction came in a dispatch received a few days ago from the Chinese Consul at Manila, telling the Chinese legation here that the exclusion laws against the Chinese had been applied to the Philippines. The dispatch was brought to the attention of the State Department and inquiry made as to how the action was brought about, as the Chinese Government has been solicitous since American military control was established in the Philippines that the United States exclusion laws should not be extended over these islands. The State Department knows nothing of such an extension and made inquiries of the War Department. The military authorities, however, were equally without information as to General Otis' course in this particular.

Accordingly the Chinese officials were advised that any action taken by General Otis in applying the exclusion laws to the Philippines was not the result of instructions sent from here, but was doubtless due to the exercise of his authority as Governor-General of the Philippines. What further step the Chinese authorities will take has not been determined, as Minister Wu Ting Fang is out of the city for a few days. There is little doubt, however, that he will seek to have General Otis' order held in abeyance until the authorities here pass upon the general question which has been under consideration between the two governments. —S. F. Chronicle.

"THE PRESS."

The latest addition to periodical literature is *The Press*, an illustrated monthly magazine devoted to the journalistic profession, printing and the graphic arts. The first number contains numerous original articles of exceptional interest. Mr. Harry Bussey, of the *Evening Standard*, contributes "The Reminiscences of a Journalist," which covers a period of over thirty years. He reminds us that when he first made acquaintance with a newspaper office the penny paper was an unheard-of luxury. "Country publications were few and far between, being mostly confined to one of two large towns and populous districts. Fourpence-halfpenny a copy was the price charged, and the country journals were weekly ones; daily papers being limited to London. In these times of fourpenny halfpenny and threepenny magazines, a fourpenny halfpenny will doubtless strike one as an outrageous charge. It must, however, be borne in mind that at the time I speak of, every copy had to bear a penny impressed stamp, and that paper, which was almost entirely made from linen rag, cost about eightpence per pound, as against one penny and a fraction in the present day. Further, there was a duty of one shilling and sixpence on every advertisement inserted. Some idea of the magnitude of these taxes may be gathered from the fact that, Mr. W. H. Jones, the present proprietor of the *Times*, stated before a parliamentary committee that in the case of his newspaper alone they represented a total of something like £150,000. Steam presses, for a considerable period, were confined to London, and one or two important country centres. The Preston papers were printed on Napier machines, worked by hand labour at a very slow rate of speed, and folding machines were printed on the old-fashioned 'Columbian' and 'Albion' hand-presses."

The art supplements in this issue prove conclusively that English printers are capable of producing as fine work as their German rivals. There are also some excellent specimens of various photo-engraving processes, and technical trade questions are fully dealt with.

The disgraceful state of affairs disclosed in the article, "The Tyranny of Labour," demonstrates the urgent necessity of the Litchin Commission Bill becoming law at the earliest possible moment. The facts stated in regard to the printing trade are said to have been collected by the editor of the request of the Lord Chief Justice, and are based on documentary evidence.

Some important new inventions in printing machinery and processes are also referred to in the number under review, and the issue itself is of more than ordinary interest to the printer, as the literary pages have been composed by the very latest type-setting machines.

Other special features of *The Press* are "The Book of the Month," the "Music of the Month," the "Machine of the Month," and an original design, the "Poster of the Month."

"The Press," 6d. monthly, 13s. and 14s. Fleet Street, London, E.C.

Auction.

GOVERNMENT NOTIFICATION.

No. 499.

THE following Particulars of Sale of Crown Land by Public Auction to be held at the Offices of the Public Works Department, on MONDAY,

the 25th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 25th day of September, 1899, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, near Hok Un, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOTS.		Boundary Measurement.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	S.	E.	W.	ft.	sq. ft.	£	s.
Lot 53.	Kowloon Bay, (near Hok Un).	350	350	350	350	140,000	19,600,000	50	0
Lot 54.	Kowloon Bay, (near Hok Un).	350	350	350	350	140,000	19,600,000	50	0

For Sale.

The New
GRANVILLE
AUTOMATIC
TYPE WRITER.
The best Machine for Office use, yet introduced.

STANDARD KEY BOARD.

PRICE.....\$150.00.

Hongkong Agents:—

W. BREWER & Co.,
Queen's Road.

Hongkong, 18th September, 1899. [1191a]

FOR SALE.

HOTEL BUSINESS IN NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.
For further Particulars, apply in First Instance, by Letter to

G.W.W.,
Office of this Paper.
14th September, 1899. [1177a]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCE, on Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MELCHERS & Co.).
"HARFORD," MAGAZINE GAP.
No. 4, RIFON TERRACE.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the 1st PERIAL BANK OF CHINA).
Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
Apply to
c/o of this Office.
Hongkong, 17th May, 1899. [554a]

DUMINY & CO.

CHAMPAGNE

EXTRA DRY



Carte D'Or. 800. Carte Blanche. Sillery. Chateau de Charmilles. Jami 800.

M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

THE NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [941a]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Payne, will be despatched as above on SATURDAY, the 23rd instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th September, 1899. [1193a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain G. A. Taylor, will be despatched for the above port, on SATURDAY, the 23rd instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th September, 1899. [1187a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

Captain Feard, will be despatched as above on SATURDAY, the 23rd instant.
The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 11th September, 1899. [938a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TANSHU MARU,"

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 18th September, 1899. [1186a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1146a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewards and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on TUESDAY, the 3rd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 31st August, 1899. [1939a]

Consigners.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex S.S. *Rome*.
From Australia, ex S.S. *Oriental*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 15th September, 1899. [1aw 5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA,"

FROM ANTWERP, LONDON, PORTSAID, SUEZ, BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Madras, ex S.S. *Lodianna*.
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 19th September, 1899. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th September, 1899. [1194a]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant, and THURSDAY, the 28th instant, at 9.30 A.M. All Claims must reach us before the 5th October, or they will not be recognised.
Bills of Lading will be countersigned by the Undersigned.
No Fire Insurance has been effected.
MELCHERS & Co.,
Agents.
Hongkong, 19th September, 1899. [1166a]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GADSDON Co. Ltd., DUNLOP TRICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD,
Watson's Building.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
to "Z."
c/o This Office.
Hongkong, 18th August, 1899. [1048]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS and VIEWS
a speciality.
Hongkong, 22nd September 1898. [45]

LET THEM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [506a]

**THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.**

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.

INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES.

TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & CO.)
to which address all communications should
be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

The Share Market.

LATEST QUOTATIONS.

(September 21st.)

Banks.

Hongkong and Shanghai Banking Corporation
—348 per cent. prem., sales.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
61 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
—55 buyers.
National Bank of China, Ltd.—\$264.
Do. —\$264.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Limited—\$64.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc. Ltd.—\$122.
Canton Insurance Office, Ltd.—\$150.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$384.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$31.
Indo-China Steam Navigation Company, Ltd.
—\$71.

China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$49.

China Mutual S. N. Co., Ltd.—(Preference)—
\$9 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
\$5 to buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—\$3
buyers.

Star Ferry Co., Ltd.—\$191.

Refineries.

China Sugar Refining Co., Ltd.—\$147.

Luzon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$82.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Ton-
kin—\$235.

Queen Mines, Limited—\$50.

Jobebu Mining and Trading Co., Ltd.—\$138.

Raub Allain Gold Mining Co., Ltd.—\$63.

Olivers Freehold Mines, Ltd.—(A) \$111.

Olivers Freehold Mines, Ltd.—(B) \$78.

Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$270.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30.

Hongkong and Kowloon Wharf and Godown
Company, Limited—\$88.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.
—\$75.

Hongkong Land Investment and Agency Co.,
Ltd.—\$115.

Kowloon Land and Building Co., Ltd.—\$29.

West Point Building Co., Ltd.—\$35.

Hongkong Hotel Co., Ltd.—\$134.

Humphreys Estate and Finance Co., Ltd.—
\$101.

Miscellaneous.

Green Island Cement Co., Ltd.—\$29.

China-Burma Co., Limited—\$10.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Geo. Fenwick & Co., Ltd.—\$124.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—
\$147.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15.

Bell's Asbestos Eastern Agency, Limited—\$1
nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$35.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Laun-cum-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$4 per share.

BENJAMIN KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 21st September.

ON LONDON, Telegraphic Transfer 1/11 1/2

Bank Bills, on demand 1/11 5/16

Credits, 4 months' sight 1/11 1/2

D'cents, 4 months' sight 1/11 1/2

ON BERLIN, (demand) M-1-98

Bank Bills, on demand 2-45

Credits, 4 months' sight 2-45

ON NEW YORK, Bank Bills, on demand 47 1/2

Credits, 30 days' sight 48 1/2

ON HAMBURG, Telegraphic Transfer 144 1/2

On demand 144 1/2

ON SHANGHAI, Telegraphic Transfer 72 1/2

Private, 30 days' sight 73 1/2

ON YOKOHAMA, T.T.—44 per cent. prem.

Sovereigns, Bank's Buying Rate 52-40

Gold Leaf 100 touch, per tael 53-40

Bar Silver 27 1/16

Dollars 2 per cent. prem.

OPIMUM QUOTATIONS.

Hongkong, 21st September.

New Patna 860 per chest.

New Benares 830 per chest.

New Malwa 750/770 per picul.

Old Malwa 780/840 per picul.

Persian, paper tied 670/750

VISITORS AT THE HONGKONG HOTEL.

Mr. F. Adie Mr. Kinghorn

Mr. J. H. Aitken Mr. J. Kirkwood

Mr. and Mrs. W. H. Anderson Mr. Paul Kramer

Mrs. John Angus Mr. A. Leggat

Mr. W. Armstrong Mr. A. Leibes

Mr. O. C. Arpe Mr. R. W. Lomax

Mr. W. H. Avery Miss Lucker

Mr. W. S. Bailey Mr. Emilie Lutz

Mr. A. C. Bartholomew Mr. J. V. Mayston

H.E. Phys Bithrong Mr. S. Mills

Lady Bithrong Mr. F. Mooney

Mr. and Mrs. A. H. Bottenheim Mr. Frank Munson

Mr. B. Braham Mr. E. O. Murphy

Mr. L. S. Brecha Mr. A. H. Myers

Mr. Breraut Mr. R. A. Naphegyi

Mr. J. W. Brown Mr. A. C. Van Nieop

Mr. T. F. Burdett Mr. J. O'Neill

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Mr. P. C. Denroche Mr. & Mrs. C. Robinson

Mr. A. Doctor Mr. M. Sandeck

Mr. C. B. U. Dodd Mr. H. F. Seymour

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Mr. D. Earnshaw Mr. A. J. Hamilton

Dr. Edelmann, M.D. Mr. R. Snowdon

Mr. L. E. Ezel Mr. A. Spagnolo

Mr. F. Frank Mr. H. K. Stockman

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Mr. & Mrs. K. Gibson Mr. J. Thiemonge

Mr. C. Goddard Mr. C. Thomas

Mr. Rev. F. R. Graves Mr. and Mrs. H. H.

Mr. R. J. Hall Todd and family

Mrs. Hillman Mr. A. Traval

Mr. T. Howard Mr. B. T. Walling

Mr. Wm. K. Hughes Mr. and Mrs. A. W.

Mr. A. Jackson Whitton

Mrs. Jackson Mr. and Mrs. Bagnall

Major and Mrs. Jeffreys Wild

Mr. and Mrs. Joseph Mrs. J. Williamson

Mr. and Mrs. K. Klein Mr. W. J. Wright

Mr. E. A. Katsch Mr. J. M. de Zúnga

Mr. and Mrs. Kiene

VESSELS IN PORT.

Steamers.

CANDIA, British steamer, 4,195, W. H. Haugh-

ton, 19th Sept., London 30th July, and

Singapore 13th Sept., General—P. & O. S. N. Co.

DIAMANTE, British steamer, 1,254, G. A.

Taylor, 17th Sept., Manila 14th Sept.,

General—Shewan, Tomes & Co.

DOVO MARU, Japanese steamer, 1,301, K.

Wokihama, 19th Sept., Japan 17th Sept.,

Coal—Nippon Yusen Kaisha.

EMPRESS OF JAPAN, Japanese steamer, 3,385,

G. D. Bowles, R.N.R., 12th Sept., Man-

cover 22nd Aug., and Shanghai 9th Sept.,

Mails and General—C. P. R. Co.

HERMES, Norwegian steamer, 849, J. C.

Jensen, 20th Sept., Canton 20th Sept.,

General—C. E. & M. Co.

HOIHO, French steamer, 309, J. C. Gerard,

19th Sept., Pakhoi and Hoihow 18th

Sept., General—A. R. Marty.

HONGKONG, French steamer, 847, Bastian,

20th Sept., Haiphong and Hoihow 19th

Sept., General—A. R. Marty.

HONGKONG MARU, Japanese steamer, 3,385,

W. E. Filmer, 13th Sept., San Francisco

17th Aug., and Shanghai 11th Sept., Gen-

eral—J. S. Van Buren.

HUE, French steamer, 704, P. Merles, 16th

Sept., Haiphong and Hoihow 15th Sept.,

General—A. R. Marty.

KANAGAWA MARU, Japanese steamer, 3,813,

John McKenzie, 20th Sept., Yokohama

via Kobe and Moji 9th Aug., General—

Nippon Yusen Kaisha.

KIANGNAN, Chinese steamer, 1,347, F. A.

Brissander, 19th Sept., Canton 18th Sept.,

General—Kwong Man Woo.

KUMSANG, British steamer, 2,078, G. Payne,

19th Sept., Calcutta via Penang and

Singapore 13th Sept., General—Jardine,

Matheson & Co.

LEGAZPI, Spanish steamer, 365, Antonio

Trinidad, 4th Sept., Manila 1st Sept., Gen-

eral—Order.

LOOSK, British steamer, 1,020, J. B. Jackson,

15th Sept., Bangkok 8th Sept., and Koh-

si-chang 9th, Rice and Timber—Butter-

field & Swire.

MACHEW, British steamer, 995, H. Beaton,

18th Sept., Siam 12th Sept., General—

Butterfield & Swire.

NANWANG, German steamer, 983, Th. Lehmann,

9th Sept., Wanlo and Amoy 18th

Sept., General—Douglas, Laprak & Ar-

hold, Karsberg & Co.

SERBIA, German steamer, 2,377, Ostermann,

19th Sept., Hamburg 1st Aug., and

Singapore 13th Sept., General—Siemssen

& Co.

SEVIA, German steamer, 4,129, Fürch, 14th

Sept., Swatow 13th Sept., General—

Siemssen & Co.